

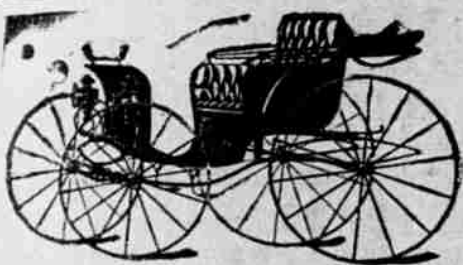
Just Received, via

American-Hawaiian "Californian" and
Spreckels' Line "Zealandia"

AN IMMENSE ASSORTMENT

20th Century Vehicles

Our buyer, who left here in December, purchased for us the latest novelties in Vehicles, Harness, Robes, Whips and Lamps to be found in the United States.



They have just arrived and the exhibit is one worthy of your attention—they comprise the best to be found in a market that is noted for its superior style, design and workmanship.

The Runabouts, Surreys and Buggies are superbly finished and are supplied with the latest inventions—Rubber Tires, Ball Bearing Axles and Quick Shifting Shaft Couplers.



We keep in stock full line of Surreys, Phaetons, Buggies, Cabriolets, Landaus, Victorias, Carts, Traps, Sulkeys, Buckboards, Speed Wagons, Runabouts.

GLAD TO HAVE YOU CALL ANY TIME.

We make and repair harness. We carry a full line of all parts pertaining to vehicles, springs, axles, wheels, carriage hardware, horse shoes, iron, etc.

Pacific Vehicle & Supply Co.

DAY BLOCK BERETANIA STREET.
HONOLULU, H. T.

THREE steamers of the Inter-Island Steam Navigation Company arrived in port yesterday, the James Ma-kee, the Waialeale and the Ke Au Hou, from Kapaa, Eleale and Kukuhaele respectively.

The Waialeale brought 3,500 bags of sugar and the James Ma-kee brought 2,700 bags of sugar.

The Mauna Loa, although due here on Tuesday morning and expected yesterday morning, at the latest, did not put in an appearance.

Maui on the Ways.

Wilder's steamer Maui is at present on the marine railway, where she is being examined by Inspectors Whitney and Lehnert. While she is on the ways her bottom will be repainted and she will receive a few slight but necessary repairs. The vessel sustained no serious damage as the result of her recent contact with the reef and is in splendid condition.

Passed Their Examinations.

The captains of the Island steamers who have already passed the Government examinations, and who are qualified to navigate in the Island service, or any other for that matter, are as follows: Tullett of the James Ma-kee, Thompson of the W. G. Hall, Simerson of the Mauna Loa, Federick of the Mikahale, Mitchell of the Helene, Piltz of the Waialeale, Nicholson of the Hawaii, Parker of the Claudine, Mosher of the Ke Au Hou, and Gregory of the Iwalani.

The Oopack Sails.

Yesterday morning the United States transport Oopack, which arrived from the Coast a few days ago with a large number of horses and mules aboard for Manila, took aboard the animals, which had been enjoying a vacation ashore. At 4 o'clock in the afternoon she was ready for sea and the tug Fearless was ready to tow her out of the harbor. No sooner had the Oopack gotten away from the wharf than she commenced to roll to such an extent that it was the remark of all who were on the scene at the time.

Old waterfront men who noticed the heavy rolling of the vessel in smooth water were of the opinion that it was anything but a good sign, and that if a typhoon ever hit the Oopack on her way to the Philippines things were apt to go badly with her.

Much was said in regard to this, and those who ought to know a little concerning ships said that the transport was top-heavy. She certainly looked it, and she was very high out of the water when she sailed away.

There was considerable good-natured badinage between the officers aboard the Oopack and the captain of the tug Fearless on account of the stupidity of the Oopack's Chinese crew. When the transport cast from the wharf, her stern line got entangled in her screw and it took some little time to get a portion of the line clear. A part of the line went to sea mixed up in the blades of the propeller.

While the line was entangled in the screw and a gang of Chinese on the deck of the vessel had hold of the end of the line, trying to haul it in, the screw suddenly commenced to churn the water and at the same time to wind the line around itself, thus bringing all of the Chinese to the deck on their hands and knees and nearly frightened the life out of them.

About 4:30 p. m. the Fearless left the Oopack at the end of the channel and the transport steamed away on her voyage to Manila via Guam.

Decline of Sealing Industry

The number of vessels, as reported by the Consul at Victoria, which propose to engage in seal hunting from the port of Victoria this year is thirty-four. The last vessel cleared January 28. This is one vessel less than cleared from that port last year on the same business. Ten of the vessels will hunt on the Japanese coast and the remaining twenty-four on the coast of British Columbia, Washington, Oregon and California. The general expression among the sealers is that the fur trade is steadily disappearing and that the time is soon coming when the business will cease to be profitable.

Grant Sails on a Perilous Voyage.

The United States revenue cutter Grant, Captain D. P. Tozier, arrived in Tacoma a little while ago. She took on a large amount of coal for her own consumption and immediately thereafter sailed for Barclay Sound, on one of the most perilous cruises ever undertaken by a revenue cutter or any other craft, and the revenue cutters have undertaken many perilous voyages in the past.

Twenty-five vessels now due at Puget Sound and neighboring Pacific Coast ports are overdue and missing. Shipping men believe them all to have been driven to the far north by the severe gales which have raged on the ocean. Reports brought down by Alaskan steamers are to the effect that the rocky, reef-bound, barren west coast of Vancouver Island is almost a mass of the wreckage of vessels which have been driven on the reefs and dashed to pieces by the waves. Shipping men believe it possible that some of the crews of these wrecked vessels may have reached the island in safety and may even now be living on what may be found to subsist upon in places where no vessel ever goes.

So repeated have become the reports of this wreckage that the Treasury Department at Washington recently decided to send a revenue cutter north to make an investigation. It was recognized that the voyage would be a dangerous one, for in no way can the coast be examined except by anchoring the Grant three or four miles off the shore and going in a small boat or launch to the rocks and reefs to make the examination. Officers of the revenue cutter service have been through too many perilous undertakings in the interests of the Government and humanity to for a moment shrink from any task, and when Captain Tozier received orders for the Grant to prepare for this voyage there was no shrinking on the part of either officers or crew.

The Grant will search the entire west coast of the island minutely, going as far north as Cape Scott and even further than the cape if there is the least possibility of wreckage beyond or the least possibility of a shipwrecked mariner awaiting rescue. Literally every square inch of the coast will be searched. Every piece of wreckage which strewn the rocks will be carefully examined for any possible mark which might lead to

the identification of the vessel wrecked. Careful search will be made for any shipwrecked persons on the island.

Consequently shipping men will anxiously await the Grant's return to Tacoma. If the Grant fails to find any trace of certain vessels shipping men will still dare to hope that the vessels may yet be heard from in safety. The identity of those which have gone to pieces on these reefs will certainly be settled beyond a question. As to the missing British bark Andrada, which disappeared off Columbia river, driven to the north, supposedly, by a fierce storm after she had taken a pilot aboard, shipping men have slim hopes that the Grant will find any trace of her. Being in light ballast, it is generally thought that the Andrada, as did her sister ship, the Andelana, in Tacoma harbor, capsized and went down.

Shipping men do manifest a hope, however, that the Grant may, peradventure, run across some of the crew of the Andrada. They base this hope solely upon the possibility of the vessel having been driven as far north as Vancouver Island and having turned turtle in that neighborhood, where some of the crew might have reached the rocky coast. The only fear manifested is that the Grant herself may be wrecked on this dangerous voyage and that she, too, may not return to tell the story, but may add her timbers to those already strewn on the rocks.

In addition to her able commander, Captain Tozier, the Grant stopped at Victoria long enough to take aboard Captain Roberts, a pilot. The latter, who was for several years in the employ of the Canadian Pacific Navigation Company, has had some experience with the Vancouver coast, and will be of some value to the Grant on her voyage. The only other stop the Grant made after leaving Tacoma was at Seattle, where she picked up her surgeon. Upon leaving Victoria she headed directly for the west coast without delay. How long she will be gone neither commander nor crew can even conjecture. She will remain until her task is completed or she is herself wrecked.

The revenue cutter Perry, Captain Kilgore, which started out from Astoria to search for the Andrada specially, and which put into Seattle for coal, afterwards breaking a cylinder head, has gone back to Astoria. The Grant will search for traces of the Andrada while examining the coast. When her search has been completed the Grant will return at once to Tacoma, where Captain Tozier makes his home.

VESSELS IN PORT

ARMY AND NAVY.
U. S. tug Iroquois, Pond, Midway Island, August 5.

MERCHANTMEN.

(This list does not include coasters.)

Aloha, Am. schr., Fr. San Francisco, February 13.

American, Am. s.s., McDonald, Tacoma, February 9.

Benicia, Am. bk., Bowes, San Francisco, February 1.

B. P. Cheney, Am. bk., Johnson, Tacoma, February 4.

C. D. Bryant, Am. bk., Colby, San Francisco, February 17.

Carrollton, Am. bk., Hayes, Tacoma, February 17.

Chas. E. Moody, Am. sp., Anderson, Tacoma, February 16.

Ceylon, Am. bk., Willer, Port Gamble, January 17.

Charles F. Crocker, Am. bk., Dewar, Newcastle, February 2.

Chas. E. Falk, Am. schr., Henningsen, Tacoma, February 17.

Diamond Head, Am. bk., Peterson, San Francisco, January 30.

Emily F. Whitney, Am. sp., Brigman, January 13.

Eureka, Am. schr., Schon, Eureka, February 14.

Gerard C. Tobey, Am. bk., Gove, Tacoma, January 16.

Geo. Curtis, Am. sp., Calhoun, San Francisco, February 18.

Helene, Am. schr., Christianson, San Francisco, January 11.

Hayden Brown, Am. bk., Paulsen, Newcastle, February 17.

James E. Drummond, Am. sp., Skewes, Newcastle, February 2.

Muriel, Am. schr., Carlson, Newcastle, February 1.

Passaport, Nor. bk., Neilson, Sydney, February 18.

Planter, Am. bktn., Chase, San Francisco, February 16.

Rahbar, Am. schr., Dahloff, Grays Harbor, February 15.

R. P. Rithet, Am. bk., McPhail, San Francisco, December 23.

Robert Lewers, Am. schr., Underwood, Port Gamble, February 12.

S. N. Castle, Am. bk., Nilson, San Francisco, January 22.

Santa Ana, B.-A. ss., Strand, Seattle, February 15.

Twilight, Am. schr., Ceuthen, from sea, January 21.

W. G. Irwin, Am. brg., Genereaux, San Francisco.

Wm. Olsen, Am. schr., Rorvik, Grays Harbor, February 23.

W. H. Dimond, Am. bktn., Hansen, San Francisco, February 15.

MOVEMENTS OF STEAMERS.

ARRIVE.

Steamers. From. Due.

Nippon Maru—S. F. Feb. 29

America Maru—Yokohama March 1

Mariposa—S. F. March 2

Rio de Janeiro—S. F. March 6

City of Peking—Yokohama March 6

Sierra—S. F. March 12

Sonoma—Sydney March 12

Mowera—Sydney March 13

Gaelic—Yokohama March 13

Warrimoo—Victoria March 16

America Maru—S. F. March 22

Hongkong Maru—Yokohama March 23

Mariposa—S. F. March 23

DEPART.

Steamers. For. Due.

Ventura—Sydney Feb. 21

Nippon Maru—Yokohama Feb. 26

America Maru—S. F. March 1

Mariposa—S. F. March 6

Rio de Janeiro—Yokohama March 6

City of Peking—S. F. March 6

Sierra—Sydney March 12

Sonoma—S. F. March 12

Mowera—Victoria March 13

Gaelic—Yokohama March 14

Warrimoo—Sydney March 16

America Maru—Yokohama March 22

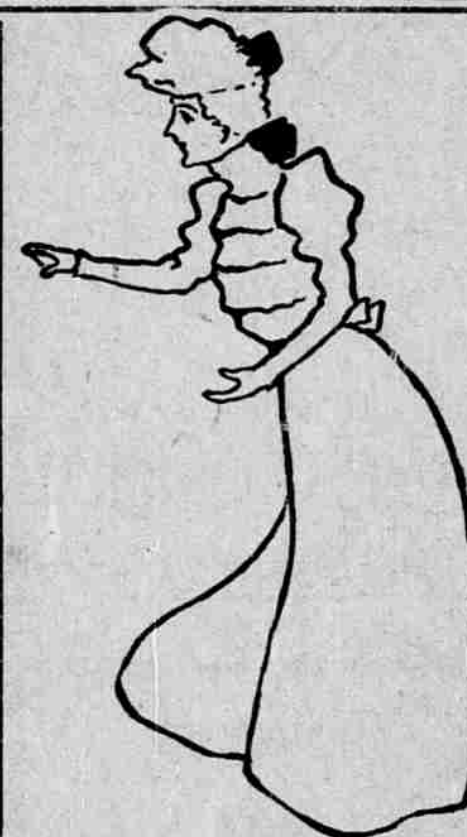
Hongkong Maru—S. F. March 23

Mariposa—S. F. March 23

HERPICIDE
GROWS
HAIR LIKE THIS
within a few months.
NEWBRO'S HERPICIDE
kills the dandruff germs
that cause falling hair
and finally baldness. No
other preparation but
Herpicide kills the dan-
druff germ. Destroy the
cause, you remove the effect.
Herpicide is a delightful hair
dressing for regular toilet use.

LIVERMORE, MONT., Sept. 20, '99.
I have used one-half bottle of Herpicide,
and my hair is free from dandruff and my
hair does not fall out as formerly. I am very
much enthused over the results, and have
recommended it to a number of my friends.
MISS MARGOL BALDWIN.
For Sale at all First-Class Drug Stores.

HOLLISTER DRUG CO., LTD., Agts.



Drop in and look over our
FINE LINE OF PIANOS. Did
you know that we carry such
makes as the

Chickering, Kroeger, Crown,
Kimball, Emerson

And Others.

Bergstrom Music Co.,
FORT ST. TEL. 941When
You
Wantglasses you want
them right.Spectacles and
Eyeglassesmade by us will
always be

Right

if care, study and patience
can make them so.

We repair glasses promptly and to last.

Factory on the Premises.

A. N. SANFORD,
Graduate Optician.

Boston Building. Fort Street.

**WAIALUA AGRICULTURAL CO.
LIMITED.**

THE ADJOURNED ANNUAL
meeting of the Waialua Agricultural
Co., Ltd., will be held at the office of
Castle & Cooke, Ltd., in Honolulu, on
Thursday, February 28, 1901, at 10
o'clock a. m.
Action will be taken upon the pro-
posed amendments to the By-Laws,
and the advisability of issuing bonds
upon the property, or increasing the
capital stock of the Company will be
considered.

E. D. TENNEY,
Secretary Waialua Agricultural Co.,
Ltd. 5769

COPARTNERSHIP NOTICE.

A CO-PARTNERSHIP IS AN-
nounced between William R. Castle,
Jr., and Philip M. Lansdale. This co-
partnership has been formed to carry
on a general real estate, trust and in-
vestment business. All business done
formerly by W. R. Castle, Jr., will
hereafter be carried on under the firm
name of Castle & Lansdale. 5783

**Honolulu Iron Works
Company.**

THE ANNUAL MEETING OF THIS
company will be held at the rooms of
the Chamber of Commerce on Thurs-
day, February 21st, 1901, at 10 a. m.
W. H. BAIRD, Secretary.
Honolulu, February 9, 1901. 5777

Why Suffer

the heat under your iron roof when
the temperature can be reduced
from 15 to 20 degrees at a small
cost by having it painted with

"Arabic"
Refrigerating
PaintEstimates furnished on applica-
tion.**California Feed Co., Ltd.**

SOLE AGENTS.

Ship Chandlery!

A COMPLETE LINE OF
Ship Supplies.**WILDER'S STEAMSHIP CO.,**
No. 26 Queen Street, Opposite Boat
Landing.
TELEPHONE 304.JOHN A. ROEBLING'S SONS
& CO.Galvanized wire hoisting rope,
chute landing cables and
steam plough cables.TUBBS CORDAGE COMPANY,
HARTMANN'S RATJEN'S

Paint for iron ships.

WOOLSEY'S AND TARR

AND WILSON'S copper
paint for wooden vessels.

BOSTON & LOCKPORT

BLOCK CO. pulley blocks.

Oil! Oil! Oil!

Arroyo Seco Oil and Development Co.

Capital Stock \$500,000

500,000 Shares, Par Value \$1 Each

Organized under the laws of Ariz-
ona, which makes the Stock abso-
lutely non-assessable. The Com-
pany owns 700 acres of land in the
famous Arroyo Seco and Verdina
District, of Monterey County, Cali-
fornia. Active Development will
commence at once; 50,000 shares of
Treasury Stock will be sold and
for a short time the price will be
15 cents per share. Now is the time
to invest. Don't wait until the
Stock gets beyond your reach. OIL
has been struck on ALL SIDES
OF OUR LANDS; WE MUST
STRIKE IT.

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Rooms 479-480 Parrot Building,
San Francisco, Cal.
Write for Prospectus and Map.

Wall Paper
Combinations!

An endless number of very
handsome combinations are
possible in Wall Paper. You
will best understand this by
coming in and examining our
assortment. We have an
artist who will make sug-
gestions and help you select
and arrange the combina-
tions.

Lewers & Cooke,

—LIMITED—

Fort Street.

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Will convince you that the
laundry that is equipped with
the best machinery and oper-
ated by the best workmen is
the laundry most likely to do
satisfactory work. That laun-
dry is

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Steam Laundry Co.**
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If you will investigate our
methods and try our work we
are confident of your custom.

Good Honest Work
For Honest Money

REMOVAL NOTICE.

DR. J. M. WHITNEY has removed
his office from corner Hotel and Fort
streets to the Boston Block, over May
& Co.'s stores. Telephone, Main No.
277. 6771

Horsemen

Wilbur's White Rock Hoof Packing

A natural rock that will absorb four times its weight of water, making
a soft, yellow paste. It is cold and moist to the sole and frog of the foot,
replaces the natural moisture and penetrates into the foot, making it soft,
tough and healthy.

Wilbur's Seed Meal

For horses off their feed or in poor, thin condition that needs improv-
ing. One pound lasts a horse sixteen days if fed according to directions.

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Importers and Manufacturers of

Fine High Grade Harness

Large assortment on hand and made to order.

CORNER FORT AND KING STREETS.

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Telephone No. 228.

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All kinds and sizes.

We have MEDITERRANEAN BATH and FINE TURKEY CUP,
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FLORIDA SHEEP WOOL and VELVET SPONGES, the kind you
want for your carriages.

Chamois Skins

Large and small, for toilet purposes, and for polishing silver, etc.

OIL DRESSED SKINS FOR STABLE USE.

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Von Holt Block, 61 King St.

A. H. OTIS.

OTTO A. BIERBACH.

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Largest, and Most Satisfactory

CIGAR

Sold in America.

A Long Smoke for a Nickle

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